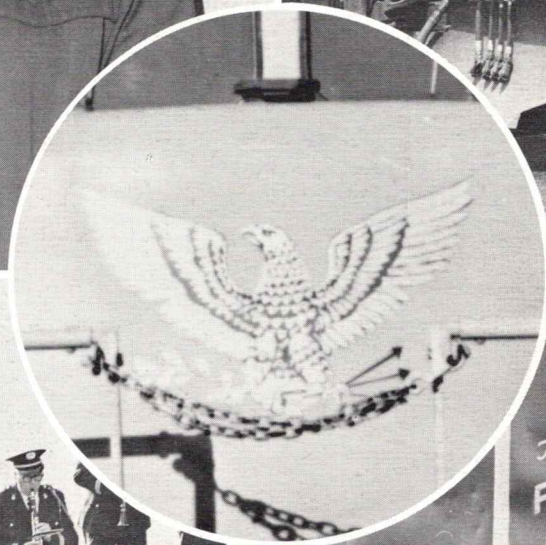


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Special Edition — January 1976

# MAINE CENTRAL MESSENGER



BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES



From the desk of . . . .

E. SPENCER MILLER



## Some Thoughts on Independence

Independence and Freedom — how sweet are those words in all their meanings and applications — how much a part of the Anglo-Saxon tradition — and even dearer to those of the background of the eloquent Edmund Burke who in the fateful year 1775 said: “The temper and character which prevail in our Colonies are . . . . unalterable by any human art . . . . An Englishman is the unfittest person on earth to argue another Englishman into slavery.” This extreme statement was exemplary of the heat brought to discussions in London as well as Boston.

In 1775 the King in London was the ruler of a strange conglomerate which would soon crack with revolution in America and break apart a generation later with separation of the misruled German domains. King

George III (a moral, decent and unfortunate man who died blind and deranged and doubly disappointed in his dissolute sons) was grandson of Georgius Secundus, characterized by Oliver Wendell Holmes as “Snuffy old drone from the German hive.” He was married to a German princess and was ruler of Hanover in addition to being King of Great Britain and Ireland, and as such, lord of vast possessions including Canada, most of America east of the Mississippi, and extensive holdings in the Far East. With ministers such as Lord North he wielded more executive power and influence than any English sovereign since Charles II and his Cabal, and from his personal background and the very diversity of his dominions and their interests, he could not be overly sensitive to the aspirations of three million American rustics, and so the greatest of British possessions was lost in 1776. However, that result was inevitable. It was just a question of time.

Institutions and corporations, like nations, have their beginnings, their labors to survive and grow, with success often affected by a struggle for independence, which may succeed or fail, and may be right or wrong.

Some plain facts taken from Maine Central’s history may interest our readers, possibly surprise them, and even contain a lesson of truth.

In 1884 the 524 miles operated by Maine Central constituted the largest mileage under one management in New England. The Company in that year paid a six per cent dividend on its common stock; but all was not well. In 1871 Maine Central’s connection to the west was the Portland, Saco and Portsmouth, which was under lease to the Massachusetts - based Eastern Railroad. The latter made a contract with Maine Central for its entire western business, but our road traded so well that Eastern was rapidly going broke. The answer was for Eastern to buy Maine Central stock and cancel the contract, which was done resulting in a Maine Central Board

dominated by Eastern. In 1884 Boston and Maine consolidated with Eastern, which carried with it control of Maine Central. It was then proposed to lease Maine Central to Boston and Maine, which proposal aroused so much patriotic indignation in the Pine Tree State that it had to be shelved. Apparently Maine’s leaders in those days had a deeper appreciation of the evils of absentee management than have their counterparts of the present era.

In the first decade of the Twentieth Century, Mr. Charles Mellen secured control of the New Haven and then the Boston and Maine, carrying with it power over Maine Central, and by 1914 the first two were in financial difficulties. Common control without merger permitted advances of capital from Maine Central to the other roads as well as other abuses, and prominent people in Maine viewed the peril to their railroad with justifiable alarm. A group was formed to buy Maine Central stock from the Boston and Maine, which succeeded in returning control of the railroad to Maine interests. Because of the difficulties imposed by the European conflict, bonded debt and preferred stock had to be issued by Maine Central, and these burdens, stemming from the era of common control, have laid heavily on Maine Central to the present day. Maine’s elder statesman and railroad historian the Honorable Edward E. Chase correctly praised the reacquisition as, “. . . . one of the few instances, and by far the most notable instance, where Maine people have cooperated in an effort to regain control of their own economic destiny.” He went on to point out, “Experience teaches the lessons which must guide the actions of the future. In the railroad history of Maine there is no lesson so strikingly presented as the record of the Maine Central Railroad during forty years of control of capital foreign to the State.”

In the early thirties Maine Central became managed by Boston and Maine under a contract called a “Cooperative Agreement.” Postulated economies and efficiencies were the rationale. Despite the fact that the operations were as one, benefits of such never materialized while detriments became more visible. The reasons are another story.

When I came to Portland in 1940, I was enjoined with finding “how”

the two corporations could be merged. In six months I had the answer to "how" but not to "why." The reasons warrant another essay, but are similar to explanations of why every recent railroad merger, with two exceptions, has resulted in bankruptcy, combined earnings less than previously realized by the components, or dismal shortfall of analysts' great expectations.

When once again Maine Central started to pull back to "Independence" in the early fifties, I was warned by an intelligent, high officer of the Boston and Maine that if Maine Central were to sever its relationship with B & M, the former " . . . . . will drift out to sea and sink."

A quarter of a century after, we can evaluate the judgments, know the answer, and we should have learned something valuable about a particular type of "Independence."

*E. Spencer Miller*  
President

**MAINE CENTRAL**  
**MESSENGER**

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**NOTE FROM THE EDITOR**

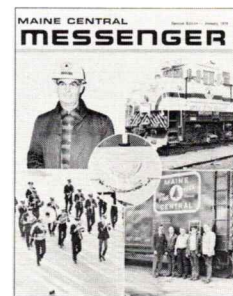
It has been almost one year since we last published an issue of the *Maine Central Messenger*. In February, 1975 we said, "Termination of publication has been decided upon as a part of an austerity program." This "special edition" of the *Messenger* is published now to bring our employees and friends up to date on the many developments of 1975 and to express some thoughts about the future. At this time we are unable to predict when the *Messenger* will return, but it is our hope that conditions will permit regular publication in the near future. We also take this opportunity to wish all employees and friends a most joyous, healthy and successful 1976.



*Chandler's Band of Portland as it appeared during World War I. Maine Central people have played in the Band for many years. See story on page 11.*

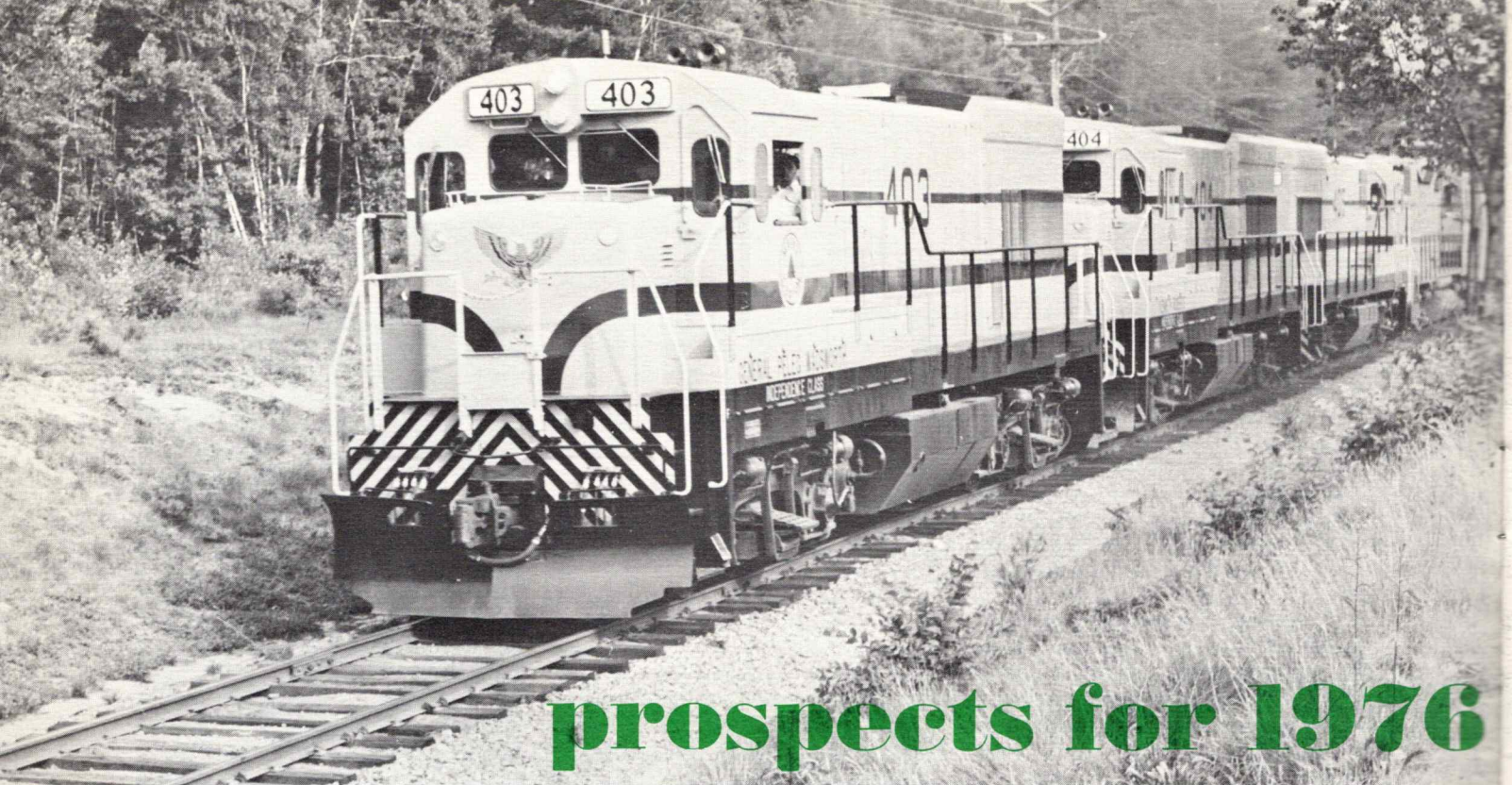
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**COVER PHOTO**

Top left—Don Sinclair is smiling. For the reason, see page 13. Top right—the Battle of the Bagaduce is one of Maine Central's new Independence Class locomotives. Story on page 6. Bottom right—Boxcar rebuild program completed. See page 17. Bottom left—Chandler's Band marching in Portland. Story on page 11.



## prospects for 1976

For Maine Central Railroad 1975 was a year of coping with a depressed economy, which greatly affected the railroad industry, and at the same time preparing for a return to prosperity with plans for handling increased business expected in 1976 and 1977. During the second quarter of 1975, Maine Central's net ton miles dipped 20% below the previous year. With traffic depressed to this degree, Maine Central found it necessary to adjust train service so as to provide efficient movement of freight with the minimum number of train hours.

The first six months of 1975 showed a net deficit of \$404,105. Economies and service adjustments kept the losses at a minimum during a period in which the nation's railroads as a whole reported a deficit for the first time in modern railroad history. In the third quarter of 1975, Maine Central showed a profit of \$49,202, but it was not until the fourth quarter of 1975 that Maine Central began to show a real turnaround in business.

Maine Central looks to 1976 with great optimism toward improvement in rail volume. Nearly 60% of the Railroad's business is either directly or indirectly related to the pulp and paper industry. Two large paper mills on Maine Central lines have expansions under construction, which will increase production ca-

capacity by 60% or more. The expansions are expected to be in production by late 1975 or early 1976. In June 1974 Scott Paper Company broke ground, beginning construction of a new pulp mill at Skowhegan-Fairfield. The new mill will replace the pulp mill at Winslow, and daily pulp production capacity will increase significantly with start-up projected for second half of 1976. From the foregoing and with the assumption that the economy will improve in 1976, it appears that the paper industry in Maine will be in a position to respond in a positive way to increased consumer demands for paper and paper products. Obviously, these developments will be extremely beneficial to Maine Central Railroad. Ability to pass on inflationary costs through pricing is more doubtful, however.

Looking toward expansions in the pulp and paper industry and a general growth in tonnage carried by the railroad, Maine Central took action in 1975 to be in a position to respond to these needs. In July Maine Central acquired ten new 1800-horsepower General Electric locomotives. These locomotives will modernize Maine Central's locomotive fleet and the Railroad will not require additional road power for at least ten years. The ten new units are designated the "Independence Class" and each is named for a per-

son or event of the Revolution. In November, 1975 Maine Central acquired 75 new 100-ton gondola cars. These cars will be used essentially to transport zinc and copper ore from a Blue Hill mine and scrap from several local sources. These acquisitions of equipment in 1975 were complemented by a boxcar rebuild program at the Maine Central Railroad Waterville Shops. This rebuild program involved the stretching of old 40-foot boxcars to 50 feet in length. These rebuilt boxcars are the equivalent of completely new cars. Fifty cars were rebuilt at the Shops by Maine Central forces in 1975 with the use of incentive per diem funds. Looking toward increased paper traffic resulting from the mill expansions previously described, Maine Central management is recommending the acquisition of 500 new boxcars in 1976 with delivery scheduled for the fourth quarter when new paper machines go "on stream."

All economic factors point toward a rebuilding of the national economy in 1976. Maine Central stands ready to serve all of its industries as the economy turns around and consumer demands build back to previous levels and then expand beyond those levels.



# 105-foot twin trailers

## opinion

The November, 1975 report of the 30-member Governor's Economic Advisory Committee contains a startling paragraph in the section dealing with transportation.

"Current technology indicates that one way substantially to reduce fuel consumption and transportation costs by highway is the use of twin trailers of up to 105 feet length on the four-lane divided highways of the State. Federal, as well as State laws currently prohibit these vehicles on such highways, and we do not therefore include this as a specific strategy. We do, however, feel it should be recognized as a major cost and energy saving method in a state with Maine's geography."

There is no argument that trucks of 105-foot length would save a little energy and maybe some transportation costs, but the ultimate cost to the taxpayer and the increased danger to the automobile driver outweigh the savings by many fold. Present Maine law limits truck lengths to 56½ feet and efforts to allow double bottoms on Maine highways and to increase truck lengths to 65 feet have failed repeatedly in the Maine Legislature.

If the Advisory Committee had been really sincere in a goal to save energy and cost in transportation of freight, it could have recommended that all freight transported more than 50 miles be outlawed from the highways and moved by rail instead. Of course, such a recommendation would be politically unacceptable, but no more bizarre than 105-foot twin trailers on Maine highways.

Let's look at some of the facts related to energy consumption and transportation. The following information is taken from a 1973 study by Eric Hirst for the National Science Foundation.

### INTERCITY FREIGHT TRANSPORT

|          | BTU/TM* |
|----------|---------|
| Pipeline | 450     |
| Barge    | 540     |
| Railroad | 670     |
| Truck    | 2,800   |
| Airplane | 42,000  |

\* British Thermal Unit (a standard unit of energy measure) per ton mile of freight moved.

Railroads, pipelines, and barges are competitive in terms of energy use, but a diesel truck uses four times as much energy to move freight as railroads. The airplane is not even in the ball park when it comes to energy needs for movement of freight.

Some interesting new statistics have been developed by the Florida East Coast Railroad. This small railroad which serves part of Florida can move a trailer by piggy-back from Miami to Jacksonville, a distance of about 400 miles, with 14.5 gallons of fuel. The Florida East Coast Highway Dispatch uses 88 gallons per trailer for the same trip by truck. The test was made by hauling 80 trailers on flatcars with a 3000 horsepower locomotive using about 1100 gallons per trip. Moving the same number of trailers over the road would use 7040 gallons of fuel. Most rail vs. truck fuel efficiency studies have demonstrated a 4 to 1 superiority of railroads. The Florida East Coast study, resulting in a nearly seven to one ratio, gives rail transportation one of the widest margins of fuel savings yet reported.

Even if a small energy savings could be demonstrated by the use of huge twin trailers on taxpayer built and maintained highways, the end result would, in fact, be greater fuel consumption. Long, twin trailers would result in an intensification of the present unfair competition which exists in the transportation industry. Allowing 105-foot twin trailers on Maine highways would soon force Maine railroads out of business. Every ton of freight diverted from rail to highway would result in greater fuel consumption, thus destroying the objective of the Advisory Committee.

We assume that our Governor will consider the facts and quickly dismiss this superficial recommendation to allow twin trailers of up to 105 feet on Maine highways.





*Maine Central president E. Spencer Miller dedicates new Independence Class locomotives at Portland in July, 1975.*

## independence class

At a ceremony in Portland dedicating Maine Central's ten new Independence Class General Electric locomotives, Maine Central president E. Spencer Miller said there is good reason that the locomotives were designated the Independence Class. He said it was a "recognition that this country's strength is nurtured by our people's independent spirit and a statement by Maine Central that the success of our railroad over a history of 113 years can be traced to that same independent spirit." Miller added, "This acquisition is an expression by Maine Central management of an optimistic view of the future of the Maine economy, especially as it relates to heavy industry." He mentioned several new industries and expansions of existing industry as contributing to this optimism and said, "Maine Central now has the locomotive power to serve this expanding industrial economy."

The railroad president said that new technology has made possible fuel efficiency in the new G. E. locomotives which substantially improves what was "by a wide

margin already the most fuel-efficient method of moving freight." The new units generate 1800 horsepower with an 8-cylinder, 4-stroke cycle, turbocharged power plant. The U18B General Electric locomotive weighs a quarter of a million pounds, is 54 feet, 8 inches long, and has a maximum speed of 70 miles per hour.

Miller took the opportunity to praise Maine Central employees as "some of the best in the nation" and reminded his audience that Mainers have always been known for their independence. He singled out Stewart P. Park, Jr., chief mechanical officer, Alden H. Finnimore, assistant chief mechanical officer and James P. Coffin, superintendent of motive power, for their judgment and attention to Maine Central's interests in the building of these units and credited Edward D. Galvin, then director of public relations and now safety supervisor, with the concept of designating the locomotives the Independence Class and for researching and determining the name for each locomotive.

The names and numbers of the ten new locomotives are as follows:

*No. 400 — General Henry Knox* — General Knox was a trusted friend and advisor of General Washington and later was named Secretary of War. The one remaining building on his estate in Thomaston, Maine, served as a railroad station from 1872 to 1960.

*No. 401 — Hannah Weston* — This grand lady of the patriotic cause carried powder and lead to Machias, Maine, for the first naval battle of the Revolution.

*No. 402 — General John Stark* — A New Hampshire native, General Stark fought at Bunker Hill and just prior to the Battle of Bennington sent a message home to his wife which said, "Send every man from the farm that will come and let the haying go to hell."

*No. 403 — General Peleg Wadsworth* — General Wadsworth was second in command of the Penobscot Expedition. He built the first brick house in Portland, and it was in this house that his grandson, the poet Henry Wadsworth Longfellow, spent his youth.

*No. 404 — Kenneth Roberts* — Roberts left his illustrious career in journalism to become a well-known author of books dealing with the Revolution.

*No. 405 — Arundel* — The first of Kenneth Roberts' novels dealt with the Arnold Expedition.

*No. 406 — Colonel John Allan* — Superintendent of the Machias garrison, Colonel Allan is credited with successfully promoting trade with the Indians and strengthening the alliance with them.

*No. 407 — Unity* — An American lumber sloop that turned warship for an afternoon and was used by the Patriots in Machias to capture the British Man-of-War *Margaretta*.

*No. 408 — Battle of the Bagaduce* — In August, 1779, Americans were defeated in an attempt to capture Fort George at Castine, Maine.

*No. 409 — Ethan Allen* — With a price on his head, this adventurer led his Green Mountain Boys to victory over the British at Fort Ticonderoga.



*Members of the Arnold Expedition forces fire a salute at Fort Halifax in Winslow, Maine on September 28, 1975. The re-enactment of the ill-fated Arnold march began in Cambridge, Massachusetts and ended in Quebec City with a mock battle on the Plains of Abraham on October 4, 1975. The Arundel was on hand for the ceremony. Arundel was the first of Kenneth Roberts' novels and dealt with the Arnold Expedition.*





*The General Henry Knox, No. 400 of Maine Central's Independence Class locomotives, in front of the one remaining building on the General Knox estate in Thomaston. This cookhouse served as a railroad station from 1872 to 1960 and is presently being restored as a memorial to General Knox, who was a close associate of General George Washington.*



*Three members of the Hannah Weston Chapter of the Daughters of the American Revolution pose on the steps of the Hannah Weston. Top to bottom are: Arlene Crane, chairperson of the Washington County Bicentennial Commission, Dorothy Look, regent of the Hannah Weston Chapter, D.A.R. and Valdine Atwood, an officer in both organizations.*



*Maine Central president E. Spencer Miller is presented an oil painting of the new locomotives by S. G. Hamilton, general manager, Locomotive Products Department, General Electric. The painting by John Gould of Newburgh, N.Y. shows a Maine Central train powered by the new locomotives crossing the Sheepscot River at Wiscasset, Maine.*



# moving up

Since the last issue of the Messenger was published in February, 1975, many changes have taken place in the Company's supervisory and executive ranks. What follows is a summary of those changes by department.

**Board of Directors.** On September 24, 1975 the Board of Directors elected director Stephen D. Trafton of Auburn to the Board's Executive Committee and director Robert P. Snyder of Portland to the Portland Terminal Company Board of Directors.

Trafton was elected to the Maine Central Board in 1960. A native of Auburn, he was educated at Bowdoin College and Harvard University where he received a Master of Business Administration degree. Trafton is a director of Central Maine Power Company, a trustee of the Congregational Christian Conference, former president of the Maine Bankers' Association, former chairman of the Central Maine General Hospital, former president and chairman of Northeast Bank, N.A., and former director of Northeast Bankshare Association.

Snyder is the president of W. L. Blake & Company of Portland. He is a native of Houghton, Michigan and a graduate of Amherst College. He is a director of Maine Bonding and Casualty Company and Maine National Bank. He is a member of several local organizations and is a past president of the Cumberland Club in Portland. At the Annual Meeting on April 23, 1975, Maine Central shareholders elected two company vice presidents to the Board of Directors. George H. Ellis, vice president — traffic and marketing, and Arnold J. Travis, vice president — operations, were elected to the Board. Following the Annual Meeting, Scott W. Scully, Maine Central general counsel, was elected clerk of the corporation by the directors.

Ellis served ten years in the accounting department of the Boston and Maine Railroad before joining

the Maine Central accounting department in 1955 where he served in several capacities for ten years. He was named freight traffic manager of Maine Central in 1966 and assistant vice president — traffic and marketing a year later. He was elected vice president — traffic and marketing in 1969. Ellis has been very active in Portland area civic affairs, having served as president of the Portland YMCA and past district governor of Lions International.

Travis joined Maine Central in 1969 as assistant general manager after having served in various capacities with the Bangor and Aroostook Railroad for twenty-three years. In 1970 he was appointed to the position of assistant to president and in January 1974, elected to his present position of vice-president — operations. He was elected to the General Committee, Operating — Transportation Division of the Association of American Railroads in January 1975. Travis attended the Maine School of Commerce in Bangor, now Husson College.

Scully began his railroad career as attorney for Maine Central in 1952 following three years of private practice in Bangor and Portland. He was appointed general attorney in 1955 and general counsel in March, 1973. A graduate of Yale University and the University of Pennsylvania Law School, Scully is a member of the State of Maine and American Bar Associations and the Association of Interstate Commerce Commission Practitioners. He is on the executive committee of the State YMCA.

**Accounting and Finance Department.** On March 3, 1975, Maine Central announced the retirement of Horace N. Foster, vice president, effective March 31, and the election of John F. Gerity as vice president and John Michaels as comptroller. Foster will continue to serve Maine Central as a consultant.

Gerity, who prior to the election was comptroller and clerk of the corporation, began his railroad career with the Boston and Maine Railroad in 1941 in the Bureau of Statistics. He came to Maine Central in 1955 as assistant to the comptroller. He was elected clerk of the corporation in 1968 and was promoted to comptroller in 1970. Gerity will head the Accounting and Finance Departments.

Michaels also began his railroad career with the Boston and Maine Accounting Department in 1950 and came to Maine Central in 1955 as assistant to auditor disbursements. He later became auditor disbursements and was promoted to assistant comptroller — expenditures in January 1971.

Foster had been with Maine Central since 1955 when he joined the Railroad as comptroller and treasurer after serving for 13 years with the Boston and Maine Railroad. He became Maine Central's vice president — accounting and finance in April, 1970 and was elected vice president of the Railroad in April, 1973.

Foster was responsible for setting up Maine Central's machine accounting process after he joined the Railroad in 1955. He is a director of Casco Bank and Trust Company and of the Federal Loan and Building Association, a trustee of Nasson



College, and a director of Southern Maine Comprehensive Health Association. In 1972 he served as chairman of the Accounting Division of the Association of American Railroads.



**Engineering Department.** On June 2, 1975 the Railroad announced the appointment of David C. Eldridge as assistant engineer of track, headquartered in Portland, and Wilhelm G. Schloth as system division engineer with headquarters in Waterville, and the retirement of division engineer Raymond A. Jackson following nearly 40 years of Maine Central service.

Eldridge is a graduate of the University of Massachusetts and obtained an M.S. degree from the New York State College of Forestry in 1952. He was employed by the Track Department of the Boston and Maine Railroad from 1952 through 1958 when he joined Maine Central as assistant track supervisor. He became track supervisor in 1962 and in 1968 was appointed to division engineer with responsibility for Maine Central's Eastern Sub-Division.

Schloth is a 1951 graduate of the University of New Hampshire with a B.S. in Forestry. He also began his railroad career with the Boston and Maine in the Track Department in 1953. In 1958 he joined Maine Central as assistant track supervisor, became a track supervisor in 1962 and division engineer in 1965 with responsibility for the central third of the Maine Central system. In his new position he will have responsibility for track maintenance over the entire Maine Central system, but will continue to be headquartered in Waterville.

Jackson, who began his railroad career in 1936 as a rodman, held several positions in the Maine Central Track Department. In 1945 he was appointed assistant track supervisor and in 1949 division engineer, the position he held until retirement. He was responsible for the Maine Central Mountain Sub-Division. Jackson is a Registered Professional Engineer in Maine.



**Operating Department.** In June William M. Bickford was appointed assistant superintendent with headquarters at Waterville and Edward D. Galvin was appointed safety supervisor.

Bickford began his railroad career as a Portland Terminal Company brakeman in 1948. In 1969 he became trainmaster for Maine Central and Portland Terminal Company. In 1974 he was appointed safety supervisor. He has attended the University of Virginia, Gorham State College, and has graduated from several senior military schools. A veteran of World War II, the Korean conflict, the Berlin and Cuban Crises, he currently is a Reserve Lieutenant Colonel in the United States Army.

Galvin's railroad career began with the Chessie System in 1967 as a management trainee. He later became senior analyst in industrial development for that railroad. From 1970 to 1974 he was assistant director, industrial development, for the Maine Department of Commerce and Industry. In 1974 he became director of public relations for Maine Central and acted as editor of two issues of the Messenger. He is a 1965 graduate of Boston University.

Maine Central's public relations activities are now handled by Bradley L. Peters, assistant to president. Peters was director of public relations prior to Galvin's appointment to that position.

In July, Maine Central and Portland Terminal announced the appointment of Richard L. Gay to Sergeant of Police. He had been acting as patrolman, assigned to security and investigative duties for these companies since October, 1969. Prior to joining the railroads, Gay was a Portland Police Department patrolman. He is a graduate of the Portland Police Academy and has completed several other police training and administrative courses.

In February 1975 Portland Terminal Company announced the appointment of Reginald J. Thompson of South Portland as assistant superintendent.

Thompson began his career with the Portland Terminal Company twenty-one years ago as a clerk. For the seven years prior to his recent appointment he had served as trainmaster.

In August Stephen E. Packard

was appointed general agent at Bangor. Packard began his railroad career as a student operator on Maine Central's Eastern Sub-Division in 1969. He later became agent at Danforth and then Vanceboro. He became assistant general agent in Waterville in December, 1974.



**Purchases and Stores Department.**

In June, Joseph A. Cosgrove, storekeeper in Waterville, retired and Merle E. Swett, Jr., was appointed to the position of storekeeper.

Cosgrove first worked for Maine Central in 1930. In 1964 he became traveling storekeeper and in 1971 was promoted to storekeeper at Waterville. He was very active in several community affairs including Boy Scouts and United Way. He is a member of the Kennebec County Sheriff's Department, a member and past president of the Vassalboro Fire Department and a member of the Board of Selectmen of Vassalboro.

Swett began his railroad career with Maine Central in 1955 and was promoted to traveling storekeeper in 1971. He spent several years in the military before joining Maine Central. He is a graduate of the National Technical Radio and Electronic School. He is a former member of the Oakland Police Department.



**Mechanical Department.**

In March, Donald I. Dickey was promoted to general shop foreman and Roland E. Boulette to lead foreman, Freight Department, both of Waterville Shops.

Dickey began his railroad career as electrician helper in 1943 and moved up through several positions, his most recent as chief electrician. Boulette came to Maine Central in 1947 as carman helper. In 1973 he became paint foreman.



# april 19th at the old north bridge



*President Gerald R. Ford stands on speakers' platform at foot of the North Bridge, Concord, during the Nation's Bicentennial kick-off on April 19, 1975. Directly behind the President on the other side of the Bridge is Chandler's Band of Portland. Photo provided by the Concord Journal.*

The 1875 centennial celebration at Concord, Massachusetts of the "Shot Heard 'Round the World" featured a well-known band from Portland, Maine in a parade led by President Ulysses S. Grant. Over 50,000 visitors participated in the gala celebration.

Eric Smith, Maine Central's assistant treasurer and director — cost analysis, has heard many family stories about that day in Concord in 1875. Eric's home town is Concord, and he still maintains a residence there. He remembers the story of his grandfather riding in the carriage with President Grant and of his four-year-old father on the roof of the vestibule watching the parade in the bitter wind until he got so cold he started to cry and had to be taken inside.

These two remotely related situations resulted in another trip to Concord by this band from Portland, Maine on April 19, 1975, as part of the first major event of this nation's Bicentennial Celebration.

Chandler's Band may be the oldest continuously-organized band in the United States. It had its genesis in the move to Portland of Daniel Hiram Chandler in 1842 for the job of reorganizing the deteriorating Portland Band. Although the band didn't officially take on the name of its leader until 1873, it was generally known as Chandler's Band as early as the mid-1840's.

Stan Watson, Maine Central's treasurer, is the manager and secretary-treasurer of Chandler's Band. He has played a trumpet in the band since the mid-forties when he was a student at Deering High School. Gloria McCullough of the Mechanical Department has played

the trombone in the band since 1951 and Charlie Anderson of the Accounting and Finance Department also played the trombone in the band for about thirty years. So, Maine Central people have played important roles in the 25-member band over several decades.

Now, back to Concord. Eric Smith was looking over the list published in the Concord Journal of participants in the 1875 parade and noted the prominent position of Chandler's Band. He contacted Lt. Col., U.S.A.R., John K. Damon, the Parade Deputy Grand Marshal, and an invitation went out to Chandler's Band to march in the parade. For a while it didn't look as if the band would be able to come up with the expense money to make the trip, but an anonymous donor solved that problem and the commitment was made and preparations were begun.

On the day of the event, Eric walked over a mile to meet the band just outside Concord because automobile traffic was not allowed in town before the parade. He guided the bus to his house where it was parked for the day. Between 50 and 100 thousand visitors watched and listened as Chandler's Band marched and played, again in a prominent position as the second band in the parade. The most distinguished visitor to Concord for the occasion was President Gerald Ford, who participated in the parade only a short distance in front of





*Stan Watson, Maine Central's treasurer, center; Charlie Anderson of the Accounting and Finance Department, left and Gloria McCullough of the Mechanical Department, right, look over a scrap book of Chandler's Band. All three have played extensively in the Band.*

Chandler's Band. Last April 19th in Concord when Chandler's Band marched over the Old North Bridge for the second time, a two-century-old event was celebrated and a century-old celebration was repeated with at least one of the original parade units again present.

Chandler's Band also reached another milestone this past year. It played for the 101st consecutive year at the Bowdoin College commencement. Stan Watson has played at the Bowdoin exercises for the past thirty years with only one exception, which was the year he was married. The band has also played in most Memorial Day parades in Portland since the Civil War as well as countless concerts on the Eastern Promenade and at Deering Oaks as well as participating in numerous parades throughout the East. Although it was noted as a marching band, Chandler's was also organized into a dance orchestra which played for the Swedenborgians in Clark's Hall, located behind Portland's First Parish Church. In the beginning Chandler played this event with only one associate for about 15 couples. Later the dance orchestra grew to eight with 150 couples on the dance floor.

In 1861 Chandler enlisted his band in service for the Civil War. He was the Brigade Band Master and the band was attached first to the 10th and 29th Maine Regiments and later to the 25th Maine. In 1863 General Fessenden called Chandler's one of the best bands in the United States Service.

Kudos are part of the history of Chandler's Band. Maine's Governor James G. Blaine was a close friend of Daniel Chandler and insisted to all who would listen that Chandler's Band was the best in the country. Presi-

dent Grant highly complimented the band after hearing it in Concord in 1875. The organizers of the 1975 Concord celebration were unanimous in their praise of the band, including special gratitude expressed by the Parade Grand Marshal, Major General (Ret.) Otis M. Whitney, who described the performance as "superb."

After more than 40 years of directing the band, Daniel Chandler resigned his leadership in 1885 in favor of his son, William, who conducted it for the next eight years. William later reorganized the old Portland Band and led it during the early 1900's.

Charles M. Brooks was one of the most important men in the history of Chandler's Band. He joined the band as a cornetist in 1875 and in 1900 became the band's leader and business agent, posts he held until his eyesight failed in 1945. At his retirement he could proudly look back on 70 years of service. The leadership was then taken over by Clinton W. Graffam for two years and then by Leonard C. Hall until 1960 when it was taken over by the present leader, Maurice E. Lane.

Under the leadership of Director Lane and the able organization of our own Stan Watson, Chandler's Band continues to bring praise and recognition to the State of Maine and Portland. The band has played a unique role in the celebration of this nation's 200 years of independence.





*Members of the Rigby Relief Train crew, all with hard hats, are left to right: Merle Cook, Jr., George Colton, Herbert Sampson and Raymond Palmer.*

## maine central goes hard hat

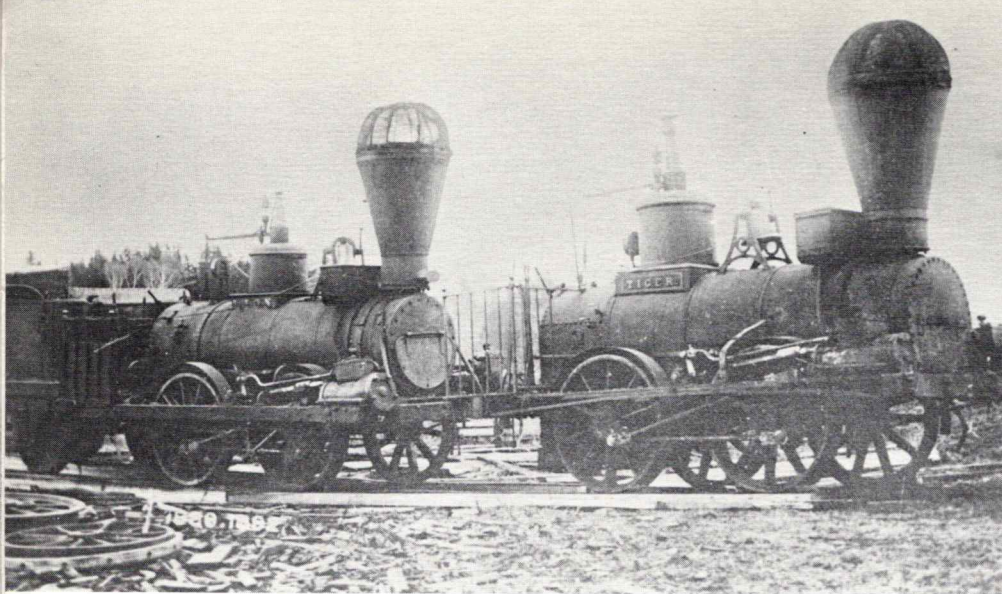
Last August the Railroad's three relief trains, based at Rigby, Waterville, and Bangor, were stocked with new hard hats. The first occasion for full scale use occurred later in the fall. The hats gained immediate acceptance and were worn by Track, Mechanical, and Operating Department personnel. Hats in four colors can now be found, with yellow being the most prominent as it is worn by the three departments mentioned above. In addition, red is worn by track foremen, white by supervisors, and blue by railroad police and security.

A system-wide program calls for all Bridge and Building, Track, and Signal Department forces to go hard hat in the near future. The equipping of Waterville Shop and its Repair Track will complete the current program.

Hard hats are not completely new to Maine Central. A number of smaller departments have used hard hats for several years. One such group is the B&B crew supervised by Don Sinclair. On December 1, 1975, it was Don's misfortune to suffer a fall from a bridge that was being rebuilt in South Windham. The fact that he was wearing a hard hat when he fell prevented serious injury.



*Don Sinclair has been named the charter member of Maine Central's Order of the Turtle. This tongue-in-cheek fraternal order will be composed of employees whose hard hats have prevented serious injury. Don says, "That hat saved my life; there is no doubt of that. I am damn glad I had it on; the hat cracked; my head didn't."*

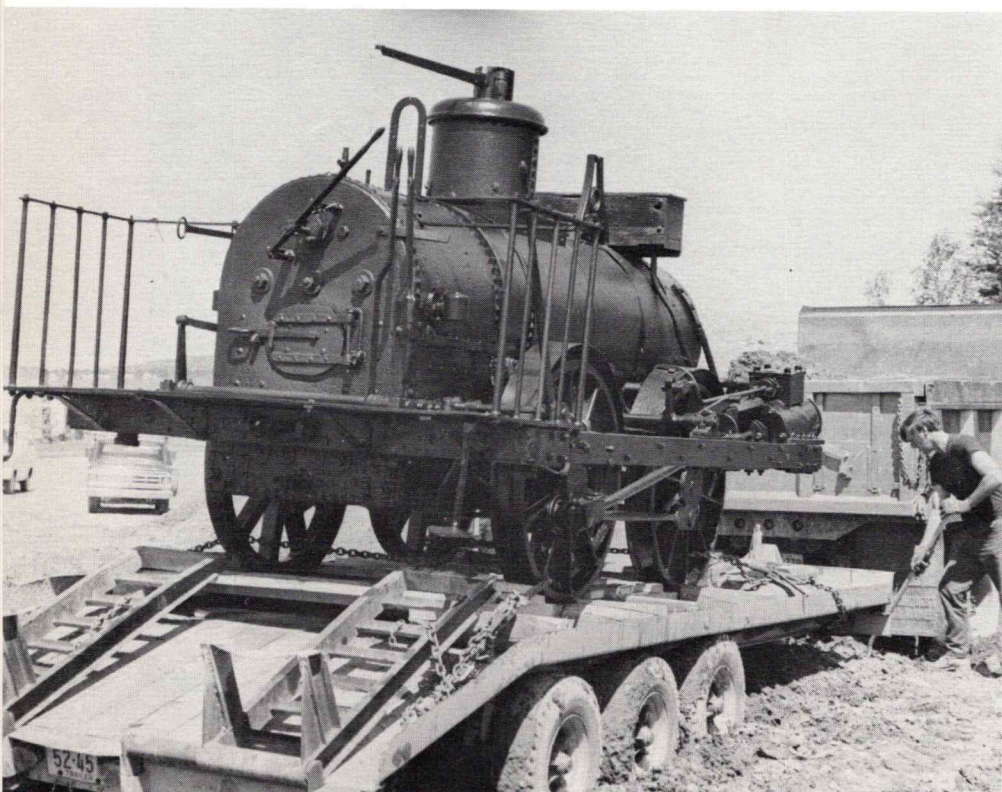


*The Lion and the Tiger when they were working on the Whitneyville and Machiasport Railroad in the mid-1800's.*

# the lion's home- coming

The Lion, now 129 years old, has returned home. This little locomotive, which powered freight and passengers over the Whitneyville and Machiasport Railroad in the mid-1800's, is probably the oldest existing steam locomotive in New England. In the 1890's the City of Portland saved the Lion from the scrap heap, which was the fate of its twin locomotive, the Tiger. The Lion was later given to the University of Maine at Orono and in 1928 reached its peak of dignity. It was housed in Crosby Hall, painted and polished to perfection, and equipped with compressed air to provide realistic "puffs," "chugs," and "whis-

*The Lion was moved to Machias on a flatbed trailer in June. It is now housed in a new building where it can be enjoyed by the public.*



bles." But, as space was needed for more academic pursuits, the Lion was relegated to a small shed behind the campus and almost forgotten.

In October-November, 1973 an article about the Lion appeared in the *Maine Central Messenger* and the story helped stir up interest in the locomotive. Herb Cleaves, Machias Bureau reporter for the *Bangor Daily News*, then wrote several stories about the Lion. It seemed to be generally agreed that it would be most appropriate in this Bicentennial year to bring the Lion out of obscurity. The obvious location for display of the historic locomotive was the campus of the University of Maine at Machias.

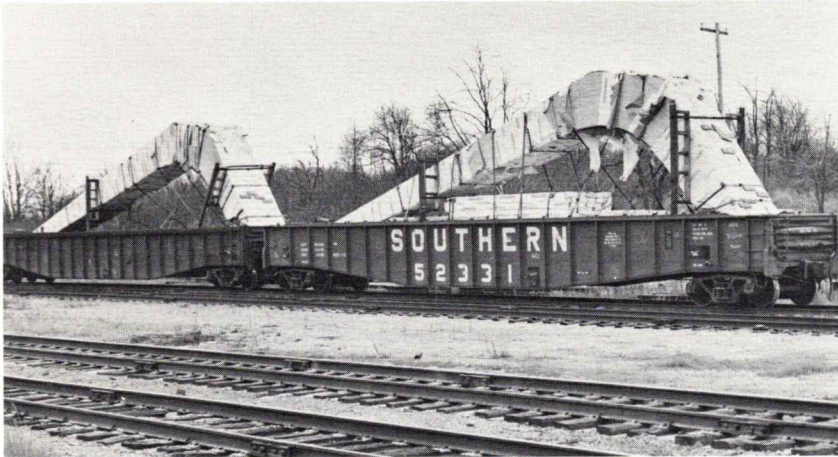
The combined efforts of the Washington County Bicentennial Commission, the Machias Rotary Club, Machias area businessmen, the University of Maine, and gentle prodding from the press and Maine Central officials resulted in the homecoming of the Lion, at least temporarily.

On June 11, 1975 the old locomotive was transported from Orono to Machias by flatbed trailer. Plans were drawn up by the University for a building to house the Lion and, with a contribution from the Washington County Bicentennial Commission and money and materials donated by interested parties, the structure was completed in late 1975. In mid-1975 the Machiasport Historical Society published a booklet titled "The Whitneyville and Machiasport Railroad 1841-1892." This publication details the history of the railroad and its most famous locomotive.

The Lion is again displayed in a most dignified atmosphere. An attractive 40 x 32 foot colonial style building houses the locomotive. This new home is only a few hundred yards from the old right-of-way of the Whitneyville and Machiasport Railroad. The public will have access to the building to admire the Lion and in the spring the new museum is expected to be one of Maine's most important tourist attractions.

**Editor's Note:** The agreement to "loan" the Lion to the University of Maine in Machias, expires in March, 1977. The sincere efforts of many brought the Lion out of its shed in Orono. It is your editor's strong opinion that it is now in its rightful home and that's where it should stay.

# news briefs



*Did the Loch Ness monster surface behind Maine Central's General Office Building? Some people thought so, but it was two laminated wood arches for the new high school in Gray-New Gloucester. They came from Koppers Company in Clegg, North Carolina.*



*New members of the Permanent Safety Committee are, left to right: Norman Cribby, Portland Terminal trackman; Robert Crowell, machinist, Waterville Shops; David Eldridge, assistant engineer of track and Donald Bartlett, brakeman. Bartlett's son, Donald, won the Maine Central Safety Poster Contest in 1974.*



*New Wysong Shear has increased productivity at Waterville Shops. Machine operator, Walter McCaslin, is at the left being assisted by carman Stanley Mills.*

## Memorial

The following memorial was adopted by the Maine Central Board of Directors on August 27, 1975.

T. Tyler Sweeny, Director of this Company since April 1953, died August 5, 1975 at his home in New York City. Mr. Sweeny had a distinguished career as investment banker and underwriter in Wall Street. For several years he had been retired from active business and had increased his interest in and participation in the affairs of Maine Central.

Joining the Maine Central Board in the early fifties as a substantial shareholder, Mr. Sweeny contributed valuable counsel, particularly in the areas of financing and simplification of the Company's capital structure. His acquaintanceship with influential members of the New York and Boston financial communities was particularly valuable. Mr. Sweeny's attendance at meetings was regular, his interest in the affairs of Maine Central acute, and his judgment on all important matters was a source of great strength to this railroad's management.

The members of this Board, sorrowing at the parting of personal ties and deeply conscious of the loss of a fellow Director so valuable to them and to the Railroad, do place upon the permanent records of this Company, to which he rendered service of such great worth over a period of twenty-two years, this expression of their memory of a fellow Director whom they will ever hold in deepest affection and highest esteem.

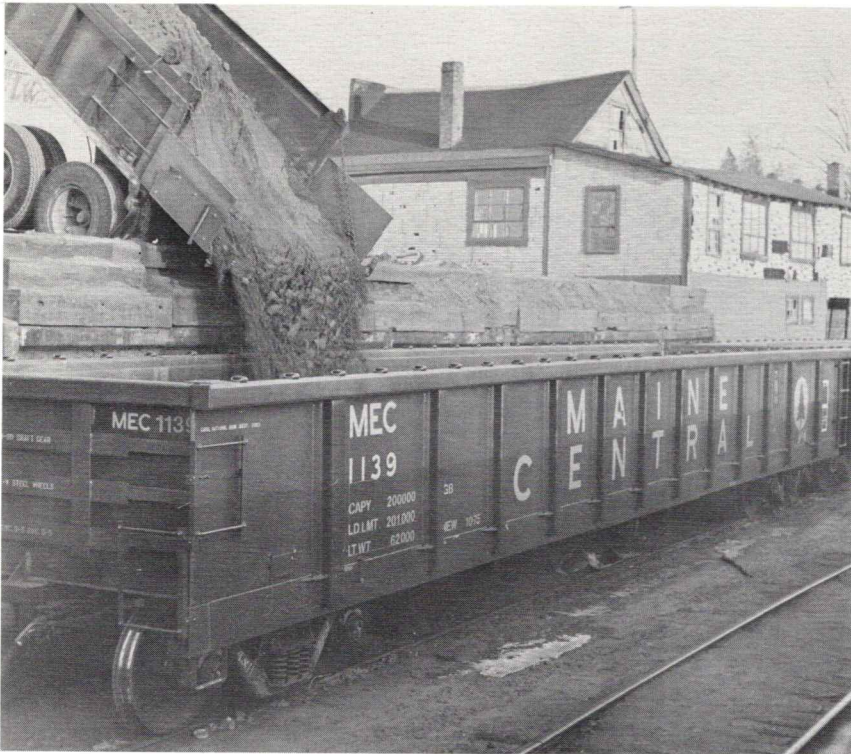
## Thanks, Mr. Minghello

Mr. Americo Minghello of Stoneham, Massachusetts was in central Maine in mid-November on a hunting trip. He discovered a broken rail near East Waldoboro, waited for the Rockland Branch train, and flagged it down, reporting the broken rail. Conductor Russell Willey reported to Ansel Tupper, general superintendent, that the action of Mr. Minghello may have prevented a costly derailment which could have resulted in personal injury.

Thanks from all of us, Mr. Minghello.



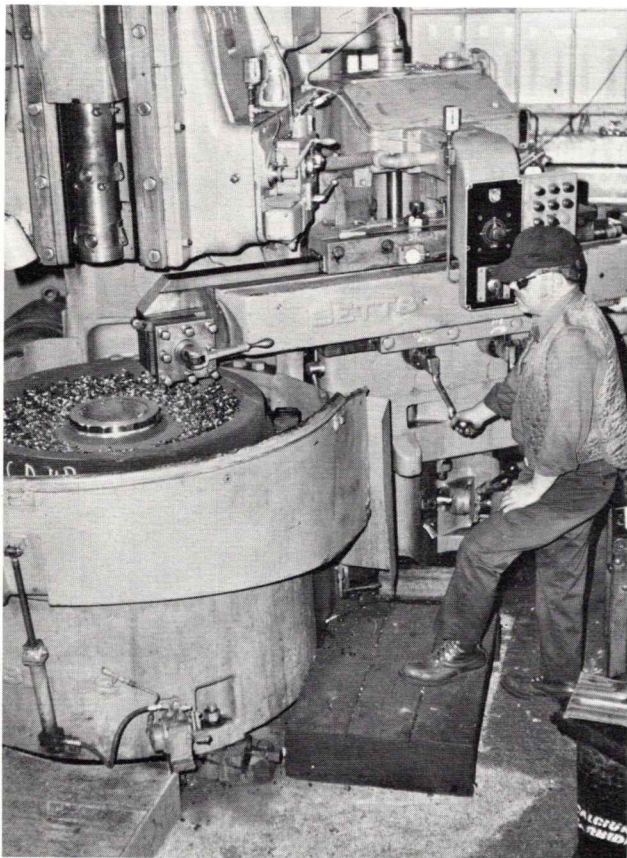
## 100-Ton Gons



*A new Maine Central gondola being loaded at Bucksport with copper ore from the Kerramerican mine in Blue Hill.*

During the last two months of the year, Maine Central received 75 new 100-ton-capacity gondolas. The bright green cars have a new paint scheme featuring the pine tree in a circle, which has been used on the last two series of boxcar acquisitions. These cars will be used essentially to transport zinc and copper ore from a Blue Hill mine and scrap from several sources in Maine Central territory.

The gons will have a capacity of 200,000 pounds and 2,244 cubic feet, making them the largest of Maine Central's gondola fleet. The 54-foot, 5-inch-long cars are numbered 1100 through 1174 and were constructed by Southern Iron and Equipment Company in Atlanta, Georgia.



*William Trafton, machinist, operates Betts Wheel Borer at Waterville Shops. The machine is newly acquired.*



*Eugene Rancourt donates blood when the Red Cross Mobile Blood Unit spent an afternoon at the Waterville Shops. Medical technician Lee DeRoche assists and keeps Eugene smiling.*





The last car in the stretch program at Waterville Shops was completed in November 1975. One hundred old 40-foot cars have been completely rebuilt and stretched to 50 feet. Left to right are: David Crovetti, mechanical engineer; Donald Dickey, general shop foreman; Glen McCarrison, foreman; Basil Thompson, foreman; and Wade Richardson, shop superintendent.

## One track mind.



In the 1860's, Americans wanted to put their young country on the right track.

After several years, much hard work, and lots of money from government securities bought by Americans, the golden spike was driven at Promontory Point, Utah. On May 10, 1869, the east coast linked with the west.

Today, over 9½ million Americans are helping to keep this country together by buying United States Savings Bonds through the Payroll Savings Plan where they work.

Get on the right track. Look into our specially designed Bicentennial Series E Bonds. And buy them where you work or bank.

Series E Bonds pay 6% interest when held to maturity of 5 years (4 1/2% the first year). Interest is not subject to state or local income taxes, and federal tax may be deferred until redemption.



**Take  
stock  
in America.**  
200 years at the same location.

## UNCLE SAM IS ROLLING UP HIS SLEEVE



**TO BE A BICENTENNIAL BLOOD DONOR!!  
HOW ABOUT YOU?**

# opinion

## transportation

### inbalance

Alan G. Dustin, president and chief executive officer of the Boston and Maine Corporation, submitted testimony in December, 1975 to a legislative committee studying Maine railroads. Mr. Dustin speaks from a unique perspective as former executive vice president of Bangor and Aroostook Railroad and current president of Boston and Maine Corporation, providing able leadership in an attempt to reorganize the bankrupt B & M and keep it out of the government influence of ConRail. What follows are excerpts from his statement:

"One of the major factors leading to the decline of the railroads in the northeast region of the United States and adversely affecting railroads in the State of Maine has been the inequity in treatment by Federal and State Government between various modes of transportation. This, in my judgment is the primary reason for the bankruptcies that have occurred in the northeast resulting in the creation of a semi-nationalized system to come into existence early next year known as the Consolidated Railroad Corporation.

"Although railroads are basically recognized as the most efficient form of land transportation, they are finding it nearly impossible to compete with truck transportation due to the artificial equalizers provided in the form of favoritism to the highway truckers by the State and Federal Government.

"Studies have concluded and it is fairly well accepted as a matter of fact that as a fuel user, railroads are capable of moving four times as much freight as trucks in terms of ton miles moved per gallon of fuel consumed due to the engineering advantage of the steel wheel on the steel rail which creates much less resistance. Also air polluting emissions from trucks are about four times as great as those from railroads on a ton mile basis. Furthermore, railroads have an environmental advantage in that the capacity of one double track railroad is equivalent to from 10 to 20 lanes of multiple lane expressway in terms of people moved per hour. This same advantage applies to movement of freight. Railroads today are capable of increasing their capacity two or three times without requiring more land and some are capable of increasing

their freight carrying capacity seven times. With predicted freight traffic increases of up to 40% throughout the nation within the next decade, it is obvious that the railroads have a great deal to offer in helping the State and the Federal Government work toward solving some of our most important problems such as a shortage of energy, air pollution and the continual appropriation of private property for public highways . . . . .

"Railroads within the State of Maine have contributed greatly to its present level of population and industrial growth. Without the existence of railroads, I believe it is safe to say that the State of Maine would be greatly retarded in both of these areas and would not enjoy the present level of agricultural and industrial productivity."

# The Grapevine

## General Offices

Wes Martin, engineer of track, and wife Beverly, took a leisurely trip into the Deep South to DeRidder, Louisiana during their fall vacation to visit son Robert, his wife Linda, and their two daughters Debbie and Denise. They took the Skyline Drive, drove up Lookout Mountain in Tennessee, saw the oil and gas wells and herds of cattle on the open range in Louisiana, toured the Gulf of Mexico, and on the way home visited the cotton fields which were being harvested.

Walter Lancaster, son of J. Emmons, assistant engineer of structures, and wife Ruth, and Debi Bronson, daughter of Rev. and Mrs. Eugene Bronson of Hudson, N.H., were married in September at Hudson. Walter graduated from the University of Maine at Bangor with an Associate degree in Forestry. They will make their home in Ashland, Maine where Walter is employed as an assistant foreman in cutting operations of Brown Brook Lumber Company. Nancy Lancaster, 17, is playing in her third year of girls' ice hockey and has been captain for two years. The girls, playing as the "Portland Stars," are in a league which includes teams from Lewiston, Portsmouth, N.H. and Amesbury, Massachusetts.

Christine Born, daughter of James Born, chief engineer, and Vaun, will fly to Rome, Italy for ten days in April on her class trip. She is a junior in Westbrook High School.

Stephen Jordan, son of Stanley, assistant to chief engineer, and wife Marie, became a trombonist with the Cadet Band and the Stage Band of the Cape Elizabeth Middle School. He is a member of the sixth grade.

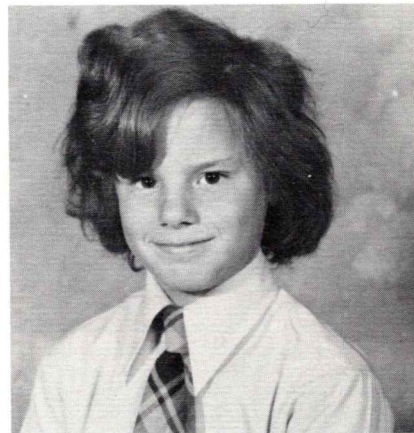
Debbie Aylward, daughter of Richard, chief clerk, Engineering Department, and Nathalie, completed the first semester in the Westbrook College Nursing Program with highest honors, receiving straight A's. She spent last year as a nurse's aide at the Maine Medical Center. Debbie is training for an R.N. degree and is interested in Pediatrics.

In February, 1975 Theresa Berry, daughter of Peggy Berry, file clerk, Engineering Department, became the bride of Frederick Ream of Portland. In August she was named as one of three regional court administrators for the State of Maine. She is stationed in Auburn. Theresa is a graduate of the University of Maine at Portland and has a Master's degree in Judicial Administration from the University of Denver, College of Law. She has worked in an Ohio trial court administrator's office and for the County Clerk in Denver. Her region includes Androscoggin, Franklin, Oxford, Sagadahoc, and Lincoln Counties.

Reid Potter, engineer of structures, wife Evelyn, and daughters Nancy and Bethany took a winter's vacation during



Timothy, left, 8 years old and David, 4 years old, are the sons of Jean Cram, general office building.



Ellen Mari, left, 10 years old and Scott Alan, age 12, are the children of Roberta (building supervisor) and Ervin Morin. Both attend Lincoln School in South Portland and both play basketball.

the school break and flew to Miami where they boarded the ship "Skyward" for a cruise of six days, returning to Buena Vista, Florida (near Orlando) for a five-day, sunny Florida vacation.

We were very much saddened to learn of the death of John Stanford, former signal engineer, in Falls Church, Virginia. He had been in ill health after a lung operation.

Well, Phil Lentz just dropped in with a new brown Bobcat. Phil walked in; the Bobcat is sitting in the parking lot—in this cold weather!! Looks pretty frisky—the Bobcat, of course.

We all welcome back Connie Davis, Car Accounting Department, after a bad fall and a broken ankle.

Best of luck to Linda Profenno, Engineering Department. She will be leaving for Iowa in January for continued studies and then will be off to Europe.

Sympathy is extended to "Duke" La-zette, operator and car distributor, Car

Service Department, on the recent loss of his mother.

Michael J. Hanson (Telegrapher's Department) and Linda Nelson were married August 16 at St. Mary's Church, Westbrook and now reside at 361 Stevens Avenue, Portland.

Jim Coffin, superintendent motive power, spent six weeks in Erie, Pennsylvania during May and June as inspector for our 10 new Independence Class General Electric locomotives.

Dave Crovetti, mechanical engineer, and Dave Denton, mechanical inspector, each spent a few weeks in Atlanta, Georgia as inspectors for the 75 new gondolas built by Southern Iron and Equipment Company.





*Nine-month-old Sylvia Ann Baldwin is the daughter of Tom (Data Processing) and Jackie Baldwin.*

John A. Michaels, the son of comptroller and Mrs. John Michaels, served a "hitch" in the Navy and was associated with "Operation Deep Freeze" in the Antarctic. Recently he was graduated with honors from Virginia Commonwealth University in Richmond where he is now pursuing a career as a free-lance photographer preparing to go on for a Master's degree in social work. A younger brother Richard, in the Army at Fort Hood, Texas, just returned from Germany. Another brother Robert is a Yard Clerk with the Portland Terminal Company at Rigby.

Treasurer Stan Watson and his wife Toni enjoyed a pre-Christmas vacation in the Virgin Islands, relaxing, swimming, and taking in all the tourist attractions.

Assistant treasurer Eric Smith chose a late-winter 1975 vacation to accompany a group of "Friends of the Museum of Comparative Zoology" on an expedition in a 105-foot vessel among the islands and along the coast of Baja, California to observe a variety of sea elephants, sea lions, seals, and California gray whales in their winter migrations. This year Eric has plans to accompany another MCZ expedition.

Shirley Wilson of the Treasurer's Office and her husband Bill vacationed in Moncton, N.B., where Shirley discovered a huge shopping mall "larger than Maine Mall."

Jack Coyne, chief statistician, and his wife Joanne have become grandparents to John J. Coyne IV, brand new son of Jack's son John III, who arrived in time for Christmas.

Stacy Elaine Gilbert, daughter of Nancy and Arthur Gilbert, graduated from Deering High School in June, 1975 and is a new student at UMPG. Nancy is in Management Services and Arthur is commodity statistics clerk, Auditor Revenues.

Joe Crawford, revision-division clerk, Auditor Revenues, is the new president-elect of BRAC Local 374. He will take office in January, 1976.

Gregory Keith Savage II, called Keith, born November 29, 1974, weighing 5 pounds, 6 ounces, is the third child and first boy born to Greg and Edna Savage. Greg is head clerk-division, Auditor Revenues.



*These are the children of vice president and Mrs. John Gerity. Michael, left, was president of his senior class at South Portland High School and is now a freshman at the University of Maine at Portland-Gorham. Pamela, standing, is a secretary at Blue Cross and her engagement has recently been announced. Linda (Mrs. Myron Knights) is the mother of a young son, Jonathan.*



*Jonathan Knights, age 2, is the grandson of John Gerity, vice president.*

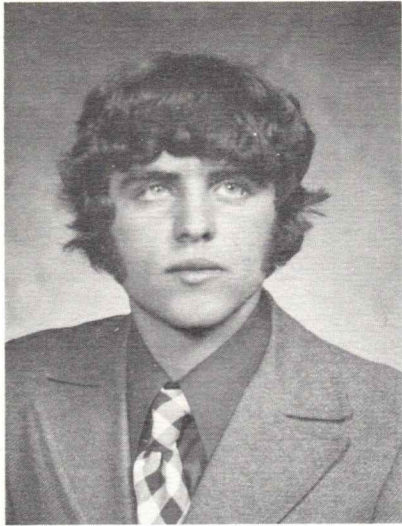
Ben Braasch, Jr. received his Master's degree from Lesley College, Cambridge, Massachusetts in May, 1975 and is now enrolled at Boston College where he is working on his doctorate. He is presently employed in Concord, Massachusetts in special education. Ben Braasch, Sr. is manager, freight claims—Auditor Revenues. Another son Brian graduated from Deering High School and is attending the University of Maine at Orono where he is taking a civil engineering course.

Robert E. O'Connell graduated from Portland High School in June, 1975 and is now a student at UMPG, majoring in science. Bob is the son of Robert and Marie O'Connell. Marie works in Management Services.



*Tamara, age 7, is the daughter of Colleen Andrews, general statistician. She loves to play "Miss America" with her Christmas outfit from Santa.*

Tommy Wells was born April 1, 1975. His proud parents are Mr. and Mrs. Thomas W. Wells, Houlton, Maine (Carol Grenier). Grandparents are Lil and Larry Smyth. Lil is in Management Services and Larry is assistant to purchasing agent.



*Robert O'Connell is the son of Marie O'Connell.*

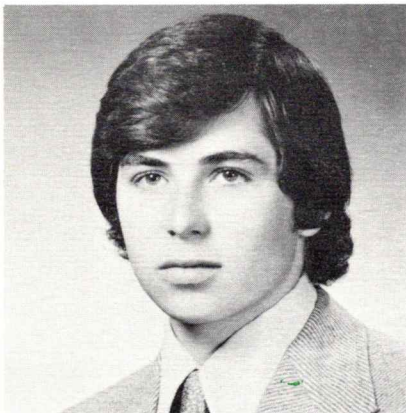
Mr. and Mrs. Gary Bondeson have bought a new home in Yarmouth, Maine. Good luck and good living! Gary is systems analyst, Management Services.

Bill and Nancy Trefethen are the proud parents of twins, born April 28, 1975. Brian Scott and Lisa Michelle arrived six weeks early. Bill is program analyst in Management Services. Proud grandparents are Mr. and Mrs. Ralph Libby. Ralph is director, car utilization.

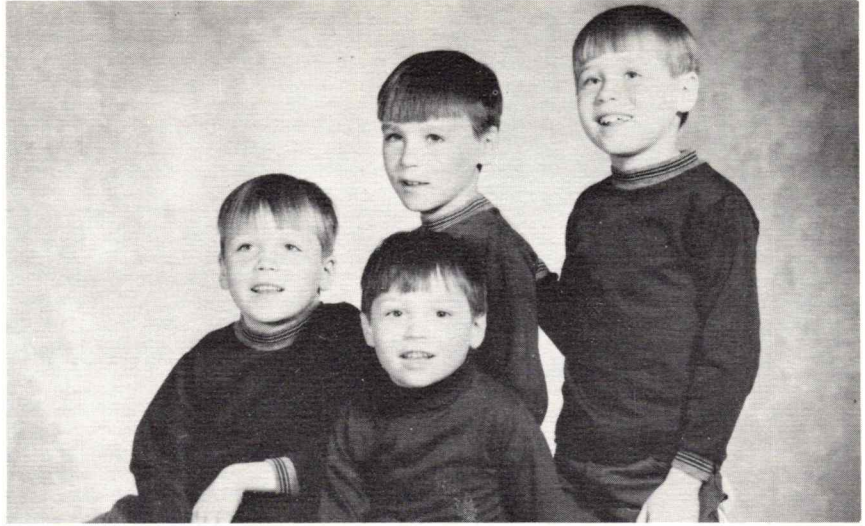
Linda Foster, daughter of Mr. and Mrs. Horace Foster, is engaged to Jim Landry, revisions and divisions clerk, Auditor Revenues. Mr. Foster is retired Maine Central corporate vice president. Linda is employed at the Department of Defense in Portland. She is a graduate of Westbrook College. Jim is the son of Mr. and Mrs. Gaspard Landry. He is a graduate of the University of Maine at Portland-Gorham. The wedding date is set for May 22, 1976.

Sally (Employees Group Insurance) and Paul (Disbursements Office) Lerner received congratulations on the birth of their third daughter, Constance Catherine, born August 20, 1975.

We were all saddened to learn of the death of Margaret M. (Peg) Shea, wife of William G. (Jerry) Shea, Car Accounting Office, on August 27, 1975.



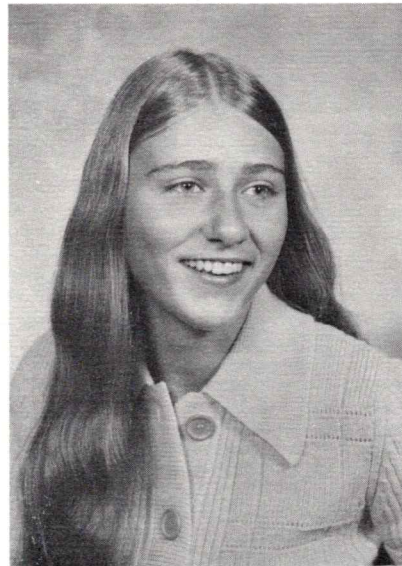
*Brian Braasch is the son of Ben Braasch.*



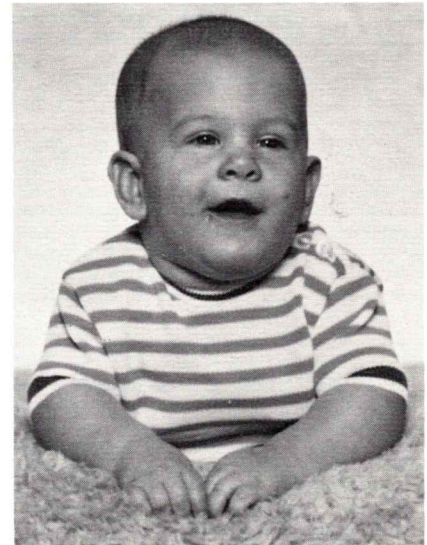
*The four Rice boys, sons of Judith (Calder) Rice and grandsons of Jan Calder, Freight Claim section — Auditor Revenues. In front is Daniel, age 5, to his left is Jeffrey, age 7, in the middle is Robbie, age 9, and on the right is Christopher, age 8.*



*The children of Bill, management services, and Nancy Trefethen. Geoffrey is going on 5 years old and the new twins are Brian left, and Lisa.*

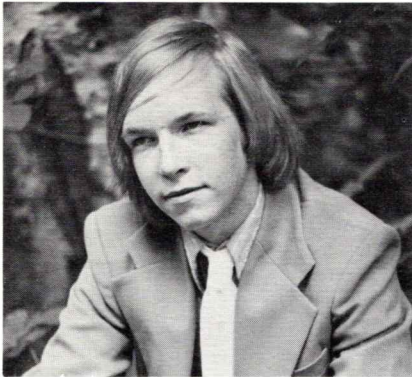


*Stacy Elaine Gilbert is the daughter of Nancy and Arthur Gilbert.*



*Tommy Wells is the grandson of Lil and Larry Smyth.*





*Keith Allen, son of Accounting Department secretary Alice Allen, has had a whole new look since this picture was taken for his class year-book at Cape Elizabeth High School. Keith is now wearing Army green and undergoing the rigors of basic training at Fort Dix, N.J.*

Geoffrey Doughty, who has always been "into" classical music, among other things, has been working for local radio station WDCS in Portland and the Portland Symphony Orchestra, broadcasting the concerts of the latter since October. In addition to the symphony broadcasts, Geoff has also been doing broadcasts of various other concerts given by groups in the Portland area.

As Geoff reports, "I've had radio experience. While at college I worked at the school's FM radio station for four years, two years as its program director and a year as its general manager. My first year there I was made their director of classical music programming, I think mainly because I was the only one there with any knowledge of the subject matter. One of the side benefits of broadcasting the concerts is that I get to interview the guest artists, such as Lorin Hollander, Michael Charry, and Arthur Fiedler."

The concerts are recorded and then broadcast at 8:00 on the Friday evening following the actual performance.

Axel Hansen, Disbursements Office, writes the following account of his trip with his wife Polly to Scandinavia:

"Here we are, finally winging our way over the Atlantic Ocean toward Scandinavia after a one-day delay due to an unscheduled flight from Boston to nearly the point of no return and back to New York after engine failure. Polly and I are realizing a dream to see the lands of our forebears. Aabenraa was our first stop after landing at Copenhagen. Out of Aabenraa we went daily to various places, but to Polly and me, the highlight was meeting my Aunt Charlotte (Tante Lotte) and her children and grandchildren. This was in the city of Esbjerg, a fishing and manufacturing town on the West Coast.

"From Esbjerg we visited the Isle of Romo where my parents were born. My mother's birthplace, Kommandergaard, is now a museum displaying the types of rooms, furniture, and equipment typical of an old Danish homestead. The walls of one room were completely lined with over 4000 Delft tiles.

"After five days, goodbyes had to be said, and we headed northward: Odense, with the Hans Christian Andersen village; Aarhus with the Gamelby (Old Village) where homes, etc. from all over Denmark have been relocated — circa 1500's to the 1800's. Then further northward to Hirtshals, jumping off point via ferry to Norway.

"After stops in Mandel to see friends Leif and Esther Klev of Cumberland, Maine, Stavanger in the Fjord Region and a trip through the mountains, we went to Oslo for three days of highlights. From there we had two days' driving through the western part of Sweden and back into Denmark for the windup of our tour in the Copenhagen area.

"Polly and I remember the beauty that is Scandinavia, but we look around us with an even keener awareness of this magnificent country of ours. We in Maine are particularly blessed with our ocean, lakes, mountains, rolling countryside, and our forestlands. Let us learn to take greater pride in this, our heritage, by upkeep of our physical properties, elimination of littering, and pollution. The cleanliness of Scandinavia can be attained by us if we all (industry, homeowner, renter, natives, and tourists) properly maintain that which is ours."

## Augusta

Agent Ray Bishop was hospitalized in October, 1975 and is now at home recuperating. We wish him a speedy recovery.

Operator Cliff Dunn has bid in the temporary agent position at Augusta.

Suzanne Mary Rodrigue, daughter of cashier and Mrs. Horace Rodrigue, graduated in May, 1975 from the University of Maine at Orono with a B.S. degree in English. Sue is now a graduate teaching assistant at the University working toward her Master's degree in English.

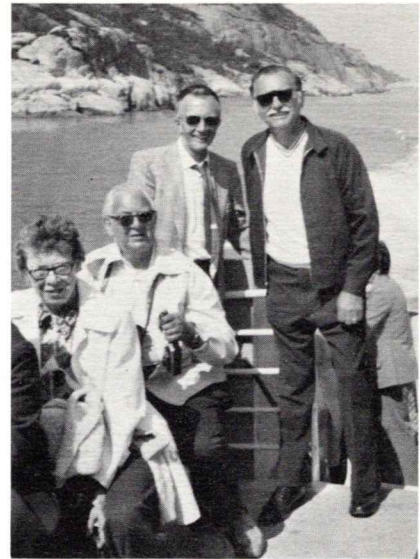
Retired callers at the office were former clerk Athie Bryant and former conductor Leonard Luttrell.

## Bangor

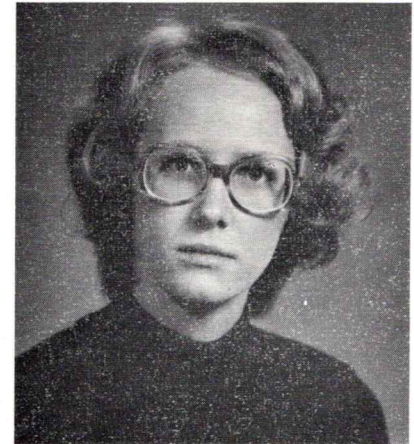
Deer hunting season for the year 1975 has gone by the board with poor results for crowd hunting out of Chalmer's Camp in Beddington, Maine on the CC Road. Only one successful hunter, Leo J. Goodin, yardmaster, Bangor Yard, who shot one doe and one bear. The bear story became more interesting after being told and retold by others. At one time the weight of the bear had reached 800 pounds. True weight was 186 pounds. The fact was, the bear was not sitting at the kitchen table waiting for supper when Leo shot him; the bear was sleeping outside after breakfast when its life expired.

Congratulations to Mr. and Mrs. R. G. Forbis on the new arrival to their home of Julie, a daughter born November 29, 1975. Mrs. Forbis (Kathy), spare clerk, Bangor, is daughter of Royce G. Wheeler, assistant superintendent of Eastern Sub-Division, who is granddaddy for the first time and appears to be holding up well.

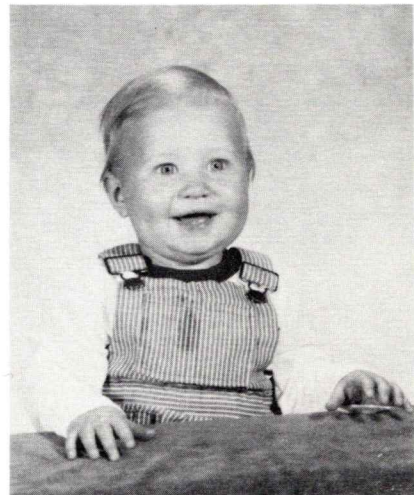
Our sincere wishes for a speedy recovery go to James Pope, chief clerk at Bangor Car Shop, who has been out for quite a spell with back and hip problems. Hope to see you on the job soon.



*Axel Hansen on his trip to Scandinavia. Left to right are Pauline Hansen, Axel Hansen, Leif Klev, and Bill Braun.*



*Suzanne Mary Rodrigue, daughter of Horace Rodrigue.*



*16-month-old Craig Toner, son of clerk and Mrs. Bruce Toner.*

## Rigby

What follows is a list of men who retired during the interim since the last publication of the *Messenger*. These former employees are occupied with various activities that they always wanted to do; such as, traveling with Senior Citizens and other groups or working at hobbies, etc. The retirees are: Martin Stratton, machinist; James Jenkins, engine hostler; John Welch, engine dispatcher; Philip Cook, Store Department employee; Joseph Malloy, chief clerk, Car Department; John Finney, carman helper; Daniel McMahan, section foreman.

Word was received from retired engineer, Ray Forbus, who is residing in Venice, Florida. Mrs. Forbus and Ray wish to be remembered to all their friends.

Two of our retired employees died within the year: Joseph Ashley, machinist helper, and Maurice Weeks, foreman. You may remember Maurice as operator of the Weeks Hereford Ranch at Fal-mouth. The ranch is now owned and operated by Kenneth Simpson, carman helper. Ken maintains about the same number of cattle.

We recently noted the announcement of the building of the 200-room apartment house, the Saint Joseph Manor, by Msgr. Vincent Tatarczuk, Treasurer of the Catholic Diocese of Portland. Vincent is the son of former machinist, William Tatarczuk.

Among the new faces to appear recently are William A. Wilcox, a clerk at the Car Department, and Lloyd Johnson, employee at the engine house.

Retired machinist, Bert Jewett, formerly located at the Rigby and Waterville Shops, was heard from recently. He is enjoying retired life and wishes to be remembered to his old shopmates at both points on the railroad.

Bonnie and brakeman Denny Wetmore are the proud parents of a baby girl, Tami Lee, their second child. Tami Lee is the granddaughter of electrician Bert Wetmore and great-granddaughter of our Rigby reporter, Al Wetmore.

## Rockland

The following are activities among the retirees of the Rockland area. We understand that Jeff Meally is recuperating from hospitalization and should be back tending the door at the Rockland Plaza. Fred "Father" Snowman is now motivating around in a new "Butterscotch Pudding"-colored Chevy Nova. Must be the ash tray of the Olds finally got filled up. Earl Miller and Floyd "Monty" Montgomery pay their weekly visits, usually on Monday, each trying to outdo the other in getting here first, Monty claiming that Earl can't get into Rockland very early on account of cold weather and Earl saying that those living in the "country" get up in the morning, not like "city" dwellers such as Monty who do not get around until nearly noontime. Del Smith of Waldoboro paid us a visit back in October, sporting around in a new station wagon, looking and doing well in his retirement. Frank Carsley is back to the sunny climates of Florida for the winter after spending summer at cottages here and at Moosehead Lake.

Agent Ernie Clark is off sick and his temporary vacancy at Bath was bid off by Henry Preble. Spare Operator John Foley bid in Henry's temporary vacancy at Brunswick.

M. P. "Mike" Mitchell, J. E. White, and Charlie McLain, formerly on the Rockland switcher, are now working as follows: Mike is head brakeman and Charlie is engineer on Nos. 324-325 with conductor Russ Willey and rear brakeman Maurice Johnson. "Whitey" is now holding an assignment in Waterville Yard.

## Waterville Shops

Head stores clerk Ralph and stenographer Shirley Barton enjoyed an Alpine vacation. They visited Switzerland, Austria, and Germany, stopping at many of the spots where filming of the movie *Sound of Music* was done. They had ideal weather and enjoyed the fabulous scenery.

Richard Eames, electrician, has resigned his position with the Railroad and has enrolled in the New Brunswick Bible Institute to prepare for the ministry.

Lead foreman of the Freight Department, Wallace Jewell, has retired. Wallace is now in Florida where he has purchased a piece of property. Reports are filtering back on the wide smiles Wallace is showing these days.

Joe Cosgrove, storekeeper, has retired. Retirement had some visible effect on Joe. He was seen shortly after retirement supporting a hefty beard. Vassalboro, where Joe is selectman, was celebrating a sesquicentennial event.

Merle Swett has been appointed storekeeper at Waterville. Merle has recently bought a new mobile home and placed it on a shore lot on Snow Pond, Oakland.

Wilfred Willette, electrician, has resigned his position with the Railroad to work with a refrigeration company.

Sympathy is extended to the family of carman welder Aurele Michaud whose passing was very sudden.

Freight clerk Arthur Grenier is back on the job after a seven months' absence, having a bout with phlebitis.

Stores clerk David Dulac has built a new camp on Great Pond in Belgrade. David has passed out concrete apprenticeship certificates to Hugh Flynn, Orman Stevens, Leonard Stevens, Peter Reny, and Horace Barstow.

Sympathy is extended to chief clerk Gloria Laliberte on the passing of her mother.

Shop retirees include lead blacksmith Clayton Johnston, electrician Lloyd Tilton, carmen Randall Tuttle, Alfred Wentworth, and Kenneth Richardson.

Chief clerk Gloria Laliberte is off sick at this writing. Shirley Barton is filling Gloria's position during her absence. Spare clerk Elaine Snow has been filling several vacancies recently on account of illness.

All the Shop snowmobilers should be happy. In less than two weeks we have received more than twenty-four inches of paving material.

Carl Lindvall, electrician, had a frightening experience over the Christmas holiday. Traveling along the highway in his car, he saw a snowmobile come out of a driveway, heading right at Carl with its throttle stuck wide open. Some fast

maneuvering, plus good braking, found Carl in the ditch, barely avoiding the snowmobile. Everyone got stopped without injury or damage to either vehicle. Carl says he was able to get back on the highway under his own power.

## Waterville Yards

Congratulations to Burns Hillman, yardmaster, first trick, on his recent reelection as commander of American Legion Bourque-Lanigan Post No. 5. At a recent meeting, which was an important one for him, they burned the mortgage on the Legion home.

Our condolences to the family of Villebon "Bill" Boisvert, retired yardmaster, who passed away recently. Bill not only was a railroad man, but a prominent businessman in the City of Waterville where he ran an oil business and restaurant.

Conductor Arthur "The Fox" Voisine is in the process of building a dance hall on the middle road in Fairfield. He has had many calls to see if he would be open by the first of the year. Because of the unavailability of materials, he is sorry to say his opening date will be somewhat later.

During the winter months, John Witham, telegraph operator, Tower A, misses his swimming pool, so he and the wife recently took a trip to Bermuda. He also has a couple of new hobbies, playing tennis and raising gerbils. In addition to all this, he is helping out in the energy crisis by putting up his car and walking to work, a total of about six miles a day.

P. L. Messier, yardmaster, second trick, has a sign on his car, "Keep Trucking." He certainly practices what he preaches because he travels from Brunswick (his home) to Waterville and back every day. With all his experience in traveling, he is always well prepared and carries tools to meet any emergency and says, "I have all the tools I need for emergencies except for making spare parts."

Reid Camic, spare brakeman, is back in the hospital for more surgery on his leg which he hurt about a year ago in a motorcycle accident. We wish him a quick recovery.

C. A. Higgins, spare road trainman, was giving Phil Messier some motorcycle tips. Phil failed the first railroad rule which is safety. He soon found out, the hard way, that motorcycling was not for him. The outcome was that Phil was wearing bandages around his arm and leg after his first lesson.

Spare engineman Walter Brennan has recently moved to Winslow, Maine.

We want to welcome and congratulate Bill Bickford who was recently promoted to assistant superintendent. His office is located in the Waterville Freight Office, and he has taken up residence in Waterville. Also congratulations to Bill on his recently becoming a grandfather. His daughter had a baby girl.



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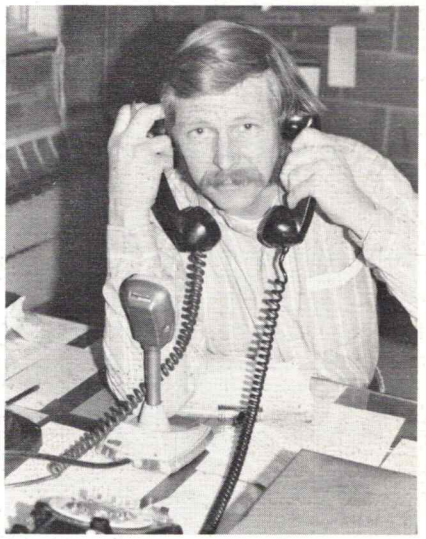
On engineer Skip Houdlette's last run on the wood job, this picture of the crew was taken. Clockwise are Don Berry, trainman; Dennis Martin, flagman; Don Giberson, conductor; Bill Bickford, assistant superintendent; Houdlette; and Bobby Ashe, fireman.



Son of Arthur Doucette, Bobby, holding a replica of Tower A Freight Office Building in HO garage, built for the Kennebec and Somerset Valley Railroad by Arthur Doucette.



On duty at Bicentennial celebration in Winslow, keeping an eye on the 405, were: Calvin Clark, general agent, Harry Littlefield, Security, and Bill Bickford, assistant superintendent.



Bob Blair, spare yardmaster, and son-in-law of retired engineer Skip Houdlette is really busy this day.

Photos on this page  
 by Correspondent  
 Arthur Doucette.